



METROPOLITAN  
TRANSPORTATION  
COMMISSION

# 2002 Regional Transportation Improvement Program

For the Nine-County  
San Francisco Bay Area

2002/03 — 2006/07  
November 28, 2001

0 2 4 6 8 10 20  
Miles

0 5 10 20  
Kilometers



## 2002 RTIP Projects

- Bike/Ped Project
- Local Road Project
- State Hwy Project
- Transit Project

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MTC GIS/G. Woodsong 12/2001

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# **2002 Regional Transportation Improvement Program (RTIP)**

**MTC Resolution No. 3422**

**For the Nine-County  
San Francisco Bay Area Region**

**FY 2002-03 through 2006-07**



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

**[www.mtc.ca.gov](http://www.mtc.ca.gov)**

**November 28, 2001**

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# **2002 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)**

## **INTRODUCTION**



# **2002 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)**

## **INTRODUCTION NOVEMBER 28, 2001**

Attached is the Metropolitan Transportation Commission's (MTC's) Final 2002 Regional Transportation Improvement Program (RTIP). The RTIP is the Bay Area's proposal to the State of California for how regional funds should be spent in the 2002 State Transportation Improvement Program (STIP), and is consistent with the STIP guidelines adopted by the California Transportation Commission (CTC) on July 12, 2001.

As requested by the CTC, MTC is submitting a single regional list of proposed projects to be programmed in the 2002 STIP with the new funding available in the 2002 STIP programming cycle. The proposal is constrained to the estimate of Regional Improvement Program (RIP) funds available according to the CTC's 2002 STIP Fund Estimate adopted August 23, 2001. Details of the program are presented below.

### **Guiding Principles**

MTC Resolution No. 3404, adopted by the Commission on July 25, 2001, established the policies, procedures, guidance and criteria for the 2002 RTIP. The following principles frame the development of MTC's 2002 RTIP, the region's contribution to the 2002 STIP.

- Investments made in the RTIP must carry out the objectives of the Regional Transportation Plan (RTP), and be consistent with its improvements and programs.
- Senate Bill 45 (Chapter 622, Statutes 1997) emphasizes the importance of project readiness and adherence to planned delivery schedules. Project sponsors that are unable to meet these requirements are subject to significant financial penalties. MTC and its Partners will give special consideration to project readiness in developing priorities for funding in the RTIP.
- Investments made in the RTIP should, where feasible, complement partially funded regional priority projects included in the Interregional Transportation Improvement Program (ITIP) and Governor's Traffic Congestion Relief Program (TCRP).
- MTC and its partners must recognize and take advantage of the increased programming flexibility that SB 45 (Chapter 622, Statutes 1997) offers to the region, and should be able to demonstrate achievement of funding various modal options in the final 2002 RTIP.
- MTC and its partners developed a strategy for programming federal and state funds to ensure that a balanced, reasonable mix of high priority transportation projects is achieved at the regional level. Pursuant to that policy, the following factors must be considered in the development of priorities and procedures for programming STIP funds and federal funds available under the federal Transportation Efficiency Act for the 21<sup>st</sup> Century (TEA-21).



# **2002 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)**

## **INTRODUCTION NOVEMBER 28, 2001**

- The diverse nature of the Bay Area transportation system requires multi-modal investments.
- A strategic mix of various fund sources will be required to meet the divergent needs of large versus small projects, and/or differences in the financial capabilities of their Partnership sponsors.
- Maintaining and sustaining the existing system through replacement and rehabilitation of its infrastructure, coupled with effective management of that system, are high regional priorities in the RTP and must be provided for.

### **Programming Capacity for the 2002 STIP**

Approximately \$526 million in new programming capacity is available to the region in this STIP cycle, with an additional \$432 million available for advancement from future cycles, for a total of \$958 million in funding available in the 2002 RTIP for the MTC region.

Programming capacity for the 2002 STIP (covering the five-year period of FY 2002-03 through FY 2006-07) comes from the three following funding options:

- Three years of new programming capacity added with the 2002 STIP period (FYs 2004-05, 2005-06 and 2006-07), including funding for projects carried over from the 2000 STIP (FYs 2002-03, 2003-04 and 2004-05) and any unprogrammed balances from the 2000 STIP - total of \$526 million.
- Additional funding available for programming project development components through the Advance Project Development Element (APDE) of the STIP, which equals 25 percent of the funds anticipated to be available in FYs 2007-08 and 2008-09 – total of \$121 million.
- Advancement of an additional year of funding beyond the normal 2002 STIP period (FY 2007-08) to complete the four-year county share period – total of \$311 million.

The RTIP separately identifies the projects or project components that are to be programmed under these three funding options. Regular 2002 STIP funding is fully programmed prior to the programming of funds made available through advancement of the fourth year of the county share period.

Several Bay Area counties, including Contra Costa, San Francisco, San Mateo, Santa Clara, Solano and Sonoma counties, are proposing to continue to hold part of the funds available in reserve to be programmed at a later date. In many cases, these funds are being reserved to address potential cost increases on current STIP projects, or to fund projects that are not yet ready for formal inclusion in the STIP document.

# **2002 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)**

## **INTRODUCTION NOVEMBER 28, 2001**

### **2002 RTIP Project List:**

The projects for inclusion in the 2002 RTIP were submitted to MTC by the county Congestion Management Agencies (CMAs) consistent with the requirements outlined in MTC Resolution No. 3404. The agency which will be responsible for seeing the project through to completion is identified for each proposed project. The project listing also indicates the project phase to receive funding and the year in which each project phase is to receive funding.

Each county CMA, or countywide Transportation Planning agency was responsible for soliciting projects for its county share of the RTIP. The CMA notified all eligible project sponsors of the process and deadlines for applying for RTIP funding, recognizing the expanded project eligibility allowed under SB 45. The expanded project eligibility is clarified in the final STIP Guidelines adopted by the CTC.

The draft list was revised prior to final adoption by MTC, based on comments received during the public review period, which ended November 14, 2001. The Commission adopted the 2002 RTIP, with revisions, on November 28, 2001.

### **Schedule for 2002 RTIP Adoption**

Key dates leading up to submittal of the RTIP and adoption of the 2002 STIP are as follow:

|                     |  |
|---------------------|--|
| October 12, 2001    | Draft 2002 RTIP released for public review and comment |
| November 14, 2001   | MTC Public Hearing (Oakland)                           |
| November 14, 2001   | Close of RTIP public review and comment period         |
| November 28, 2001   | MTC Commission adoption of the 2002 RTIP (Oakland)     |
| December 15, 2001   | Final 2002 RTIP submitted to CTC                       |
| January 23-24, 2002 | CTC 2002 STIP Northern California hearing (Sacramento) |
| April 3-4, 2002     | CTC adoption of 2002 STIP (Sacramento)                 |